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SEVENPENCE.

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PRAYER BEFORE BATTLE: SOLDIERS ABOUT TO RETURN TO THE FRONT, IN THE CHURCH OF ST. MARTIN-IN-THE-FIELDS.
The Church of St. Martin-in-the-Fields, in Trafalgar Square, has been open day and night for a year. Soldiers returning to the front frequently go in there for a few minutes before leaving by the early morning trains from Charing Cross. In old wars, such scenes were often witnessed.

DRAWN BY S. BEGG.—[COPYRIGHTED IN THE UNITED STATES AND CANADA.]

AMONG THE MUNITIONERS FROM CHESTER TO CARLISLE: SCENES OF THEIR MAJESTIES' CROWDED WEEK "UP NORTH."

PHOTOGRAPHS BY C.N.; THE MIDDLE ONE

AT THE TOP BY GRAPHIC PHOTO. UNION.



IN A LONG "LANE" OF CHEERING GIRLS IN KHAKE JACKETS AND TROUSERS: THE KING AND QUEEN AT A MUNITION-FACORY NEAR CARLISLE.



MUNITION-WORKERS WHO BROKE A POLICE CORDON TO COME AND CHEER THE KING SOUTH OF THE MERSEY.



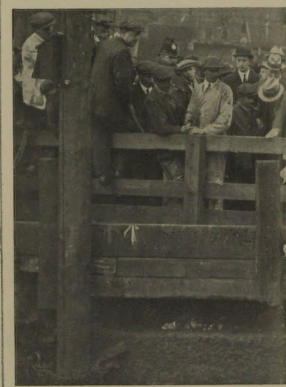
CORDON TO COME AND CHEER THE KING SOUTH OF THE MERSEY.



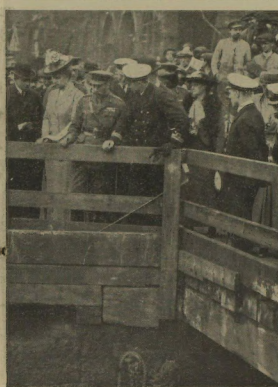
HER MAJESTY'S SYMPATHY WITH MAIMED SOLDIERS: THE QUEEN AT A WOUNDED MAN'S BEDSIDE IN MANCHESTER ROYAL INFIRMARY.



THEIR MAJESTIES AT MANCHESTER: THE KING PRESENTING A MEDAL TO A WOUNDED SCOTTISH SOLDIER—THE QUEEN ON THE RIGHT.



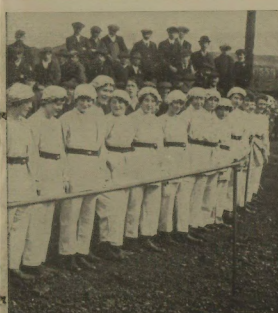
LOOKING DOWN ON MEN AT WORK IN A DRY DOCK AT BIRKENHEAD.



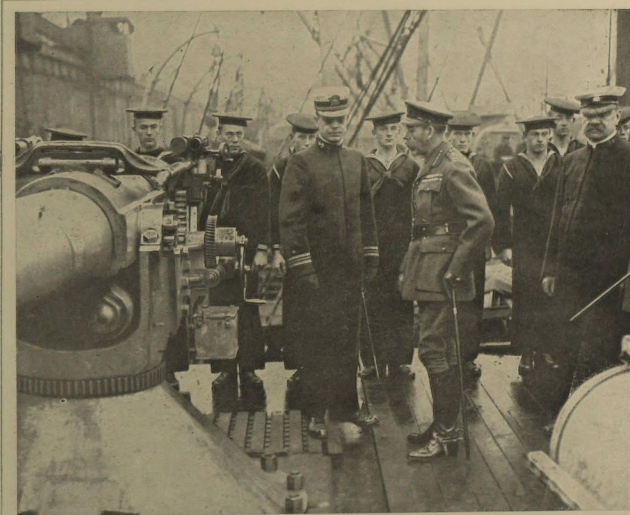
DOCK: THEIR MAJESTIES IN MESSRS. CAMMELL AT BIRKENHEAD.



A WHITE LINE OF WOMEN IN PICTURESQUE DRESSES WHO GREETED



MUNITION DRESS: SMILING NORTH-COUNTRY THE KING AND QUEEN.



THE KING ON BOARD AN AMERICAN ARMED LINER IN LIVERPOOL DOCKS: ON THE POOP-DECK WITH THE CAPTAIN INSPECTING THE SHIP'S GUN.

The recent tour of the King and Queen among the munition-workers and shipbuilders of the North-Western Counties, from the Welsh to the Scottish borders, was a brilliant success. As usual, their Majesties endeared themselves to all whom they met by their kindly interest and sympathy and the absence of all ostentation as they moved among them. It was a crowded week, full of varied experiences, and it would require a volume to illustrate every phase of the tour. Some photographs of it were given in our last issue, and above we give a further selection of typical scenes that show something of the bewildering diversity of the surroundings in which their Majesties found themselves during their journey. It may be

recalled that they left London on the evening of May 13, and visited in turn munition-works in North Wales, Hawarden Castle, Saltney, Chester, Birkenhead, the Mersey estuary and Liverpool docks, Manchester and Lancaster, Salford, Lancaster, Barrow-in-Furness, Workington, and on May 18 concluded their tour at Carlisle. In the course of it their Majesties saw many different kinds of war industries, and everywhere they were welcomed by the workers with the heartiest enthusiasm. Both the Queen and the King showed extreme interest in everything they saw, technical or non-technical, as well as in everyone whom they found at work for the Empire and its interests.

THE BATTLE OF ARRAS FROM THE BRITISH FRONT: DURING AND AFTER THE CAPTURE OF VIMY RIDGE.

DRAWN FROM MATERIALS

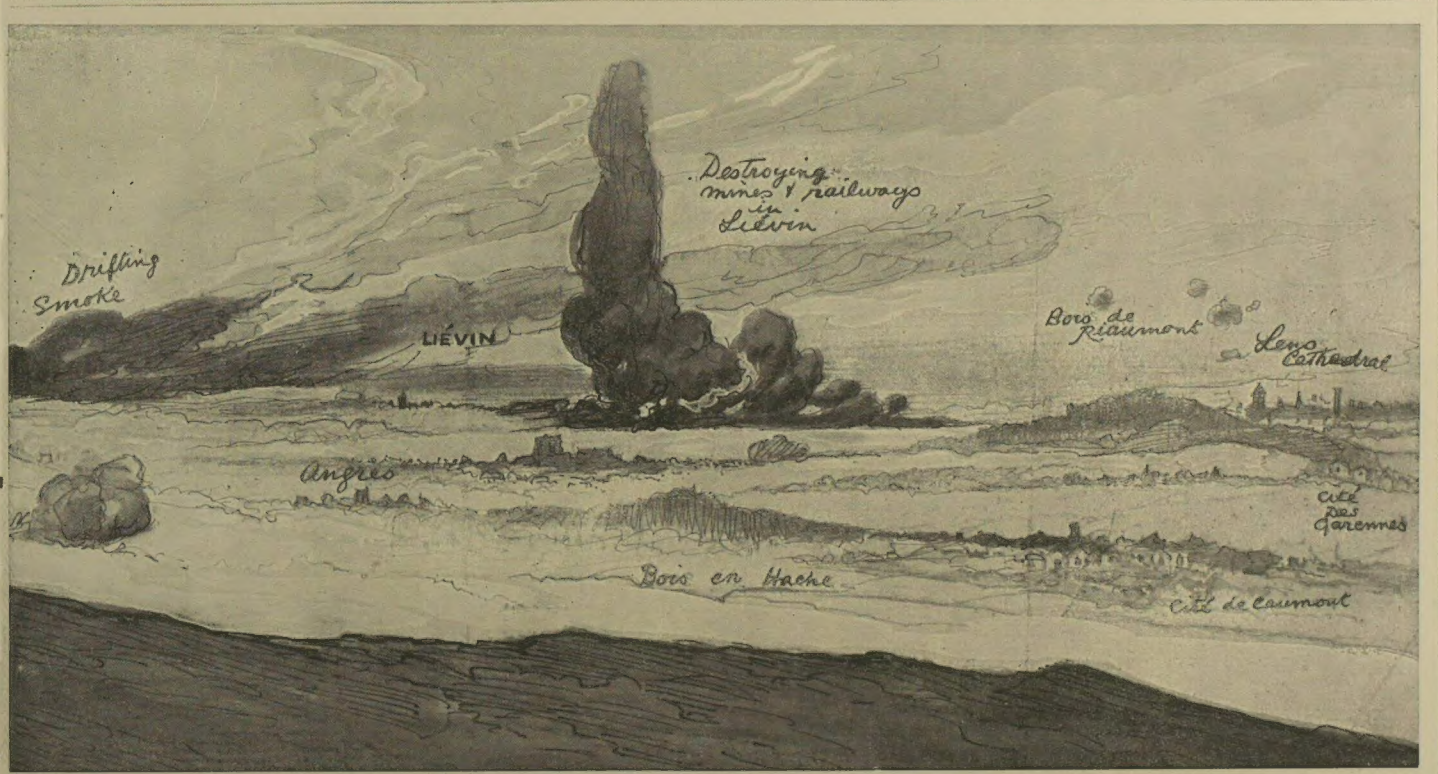
RECEIVED FROM AN EYE-WITNESS.



AFTER DAWN ON THE DAY OF THE ATTACK ON VIMY RIDGE: A VIEW FROM CARENCY OF THE BOMBARDMENT OF THE "PIMPLE" (BEYOND THE RIDGE AND NOT VISIBLE).



IMMEDIATELY AFTER THE TAKING OF VIMY RIDGE BY THE CANADIANS: A VIEW FROM NOTRE



DAME DE LORETTE, SHOWING THE FIRES AND EXPLOSIONS CAUSED BY THE RETREATING GERMANS.

The scene in the early morning of the great attack on Vimy Ridge was grim and awe-inspiring. The great Ridge stood out white, for snow had recently fallen, against other parts of the landscape in shadow, and big, lowering snow-clouds were rolling up, though the sun was not yet obscured. As shown in the upper drawing, the British bombardment was intense along the Ridge, especially that end of it where is the hill nicknamed by our troops "The Pimple." This position gave the Canadians much trouble. In their official account of the first day's fighting we read: "By 10 o'clock at night . . . 'the Pimple,' in the north, still remained to the enemy, but by then snow was falling heavily, and it was wisely decided to consolidate the hard-won gains and prepare for a counter-attack rather than to undertake a further assault that night. 'The Pimple' would keep for the morrow." Our lower drawing shows the scene from rising ground at Notre Dame de Lorette, which, like Vimy Ridge, overlooked the whole of the German first lines. Describing the German retreat near Lens during

the first week of the Battle of Arras, a "Times" correspondent writes: "Having broken and shattered the German front line both south and north of the Souchez River, when fierce fighting took place in the Bois-en-Hache, our men then pushed through Liévin on the heels of the retreating enemy. . . . North of the river lies an extremely strong series of positions, including very formidable machine-gun defences in Riaumont Wood. All these were carried. . . . Lens and Liévin, with all the surrounding mining suburbs, known as *cités*, are built of red brick. Among and above the red-brick rose everywhere the tall black chimneys, great towers, and scaffolding peculiar to the pit-heads of French mines, and huge slagheaps or *crassiers*. One famous landmark which yesterday's attack made ours is the conspicuous Double Crassier north of Liévin. In the centre of Lens, close by the church, a fire was burning. . . . In Lens itself, and in the mining *cités*, explosions have been going on all the morning." [Drawings Copyrighted in the United States and Canada.]

COUNTERING A GERMAN BATTLEFIELD TRICK: PREVENTING SUDDEN ATTACK FROM BEHIND.

DRAWN BY S. BEGG FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.

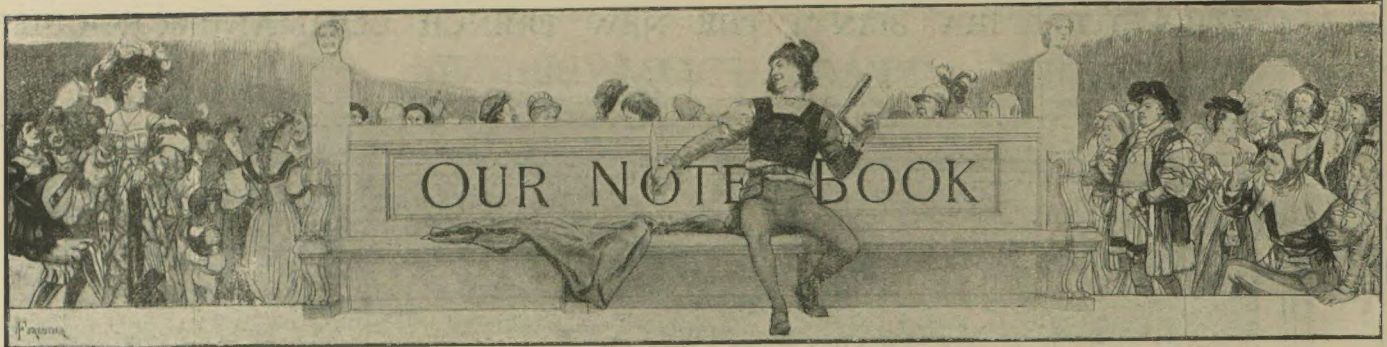


A "MOPPING-UP" PARTY AT WORK: BOMBING A GERMAN DUG-OUT FROM

Profiting by the knowledge gained during battles on the Somme and Ancre as to the enemy's trick, on being driven out of a position, of leaving behind in dug-outs or communication-trenches men whose work it was to come up in rear of the troops, and fire with machine-guns, bombs, and rifles at the backs of our advancing men, we have adopted preventive methods. "Mopping-up parties"—the name explains the work on which the men are employed—follow close on the heels of every attack. Their business is to clear out any Germans lurking in the enemy's trenches and dug-outs beyond which the advanced line has already passed. With bombs, they render the dug-outs untenable, forcing any living occupants to the

WHICH SHOTS HAD BEEN FIRED AT THE BACKS OF OUR ADVANCING TROOPS.

surface. On coming up, the Germans, in ninety-nine cases out of a hundred, put up their hands and surrender on the sight of the attendant bayonet-men. Thus, our men in front, following up the barrage, are kept safe from being taken in rear. German bombs in reserve are seen laid on excavated shelves at either side of the dug-out. From the trench bridge hangs the German gas-attack alarm-bell—a warning method all armies use. Two men of a "mopping-up" party are seen at work. One has just flung a bomb down a dug-out. His comrade stands ready to shoot, or enforce surrender with his bayonet, if any Germans come up.—[Drawing Copyrighted in the United States and Canada.]



By G. K. CHESTERTON.

AT this moment propaganda is, perhaps, as important as any work for the Alliance can be. Russia and America, as well as neutral countries, ought to be swept with a snowstorm of plain and popular pamphlets and papers, advertising certain simple facts and fundamental principles for want of which they may yet go wrong. There ought, for instance, to be a plain tale told everywhere under some such title as "An Exposure of German Socialism." By dates and definite certainties, we could make it quite impossible for any reasonable Socialist anywhere else to pin his hopes on German Socialism, or to pit German Socialism against German Imperialism. It can be proved that German Socialism was German Imperialism as long as the Imperialism had the slightest chance of success. German Socialists took the trouble to travel into the violated neutral State solely in order to tell all the Belgians to lie flat on their faces, to make a pavement for the chariot of the Emperor. All the facts show that the Socialists did not "fail to hinder" the Junkers; they simply helped the Junkers until the Junkers themselves began to fail. And a very few of the facts would put an end to any "fraternisation" between the slightly insane but certainly heroic and visionary extremists of Russia and such elaborately educated snobs and slaves as the "Social Democrats" of Germany. Or again, something should be written bearing some such title as "The Conclusive Case of Poland." A mere map or plan, accompanied with the plainest words, will show that it is impossible, without punishing Prussia heavily, to put Poland straight at all. We might just as well not make a single concession to a single Pole as pretend we can respect the Polish nationality while respecting the present German Empire. To refuse all "annexations" is simply to perpetuate the "Partitions," those devouring annexations which all decent Europeans now denounce as the blackest disgrace of the old despotic era. And German Socialists, let alone German Imperialists, have never proposed anything except that Russia should give up her part of the Polish spoils and that they should keep theirs. These are facts; and it is only a question of making them known. But, while I could suggest a great many other subjects for such propaganda against the mere mistakes that may weaken the Alliance at present, there is at least one form of it which could easily be achieved, and that without even the trouble of literary competition. There is one instrument in existence which ought to confirm for anybody what we may call the two fundamental facts of the world to-day. The first is that anything short of the defeat of Germany will be the triumph of Germany. The second is that anything resembling the triumph of Germany will be the triumph of the worst things in Germany.

One pamphlet which I should certainly circulate immediately, and exactly as it stands, is the last speech of the German Chancellor. It is the most complete and the most crushing of all replies to the delusions of international idealism, which are just now misleading the weaker brethren. It is not merely that the Chancellor had the impudence to congratulate Russia upon abandoning all external ambitions,

without even pretending to abandon them himself. It is much funnier than that. It is that he left those Prussian ambitions vast, and then made a virtue out of the fact that he left them vague. He seems to have felt, first, that it would be a sufficient concession to the Militarists to say that he must have

that he will steal something, whatever happens; and then, in a softer mood, reassures his victim by refusing to say where the stealing will stop. It is indeed probable that the Chancellor is promising the Junkers something he could not possibly give them, and that the real reason for his vague verbiage is the simple fact that the only conquest that appears to be approaching is the conquest of Germany.



TO COMMAND AN EXPEDITIONARY FORCE OF UNITED STATES REGULAR TROOPS, IN FRANCE: GENERAL JOHN J. PERSHING.

Photograph by Press Illustrating Service.

"conquests"; and, second, that it would be an equally sufficient concession to the Pacifists or Semi-Pacifists if he declined to say what or whom he intended to conquer. It is the last word on the German mind that this monstrosity of muddle-headedness appears to have been regarded as modera-

But if the Chancellor's speech had not been hazy as well as haughty, some might expect it at least to act negatively, by producing some German Socialist revolt. But it was also carefully calculated for the not very difficult purpose of keeping German Socialists quiet. A few Russian revolutionists may utter incautious cries of camaraderie; but there will be even fewer Prussian revolutionists to answer them. The truth is that any Russian vision of Prussian revolution is founded on a complete mistake, not only about the temperament, but about the philosophy. It is not merely that German Socialists are tame: it is that German Socialism is tame, simply because it is fatalistic. Russian insurgents did undoubtedly, both for good and evil, regard the war as a unique chance for revolt which might never recur. But it is a flat contradiction to the whole theory of Karl Marx to regard the war as a chance necessary to the revolt. It is a flat contradiction to Marxian or materialist Socialism to call it a chance that may never recur. It is the fundamental doctrine of the German "Social Democrats" that economic evolution will itself bring about the completion and collapse of Capitalism—war or no war, chance or no chance. A man simply does not know what the German Socialist doctrine is if he cannot see that it largely eliminates the necessity of a revolution, and entirely eliminates the necessity of a war. Why should a German proletarian defy the whips and sabres of his life-long masters for the sake of something which is coming to him anyhow on the smooth wheels of economic law? Why should he die on the barricades for a cause that he might live to see triumph naturally in the workshops? This optimistic fatalism is very fatuous—so are a great many other things that Germans believe—but they certainly believe it. This drug of determinism having long ago deadened the revolutionary impulse in the German Socialists, the rest of their nature has been left free to feed generally on the vanities and vainglories of German education and ethics. The German Socialist is thus sent to sleep as a Socialist, and let loose to do his worst as a German. This is the explanation of the Socialists' visit to Belgium; this has been the explanation of their action and inaction in every instance; this will continue to be the explanation of all their history, with whatever superficial moods or movements it may be covered. There might be internal changes, as mechanical as the system that they change. They might move against the Chancellor, or even against the Emperor. They might try to deprive the Kaiser of his God, or even the country of its Kaiser. But these things would be done in so spiritless a spirit that the silliest stray lunatic from the revolution of Christian Russia will lower himself in touching such slime with his foot.

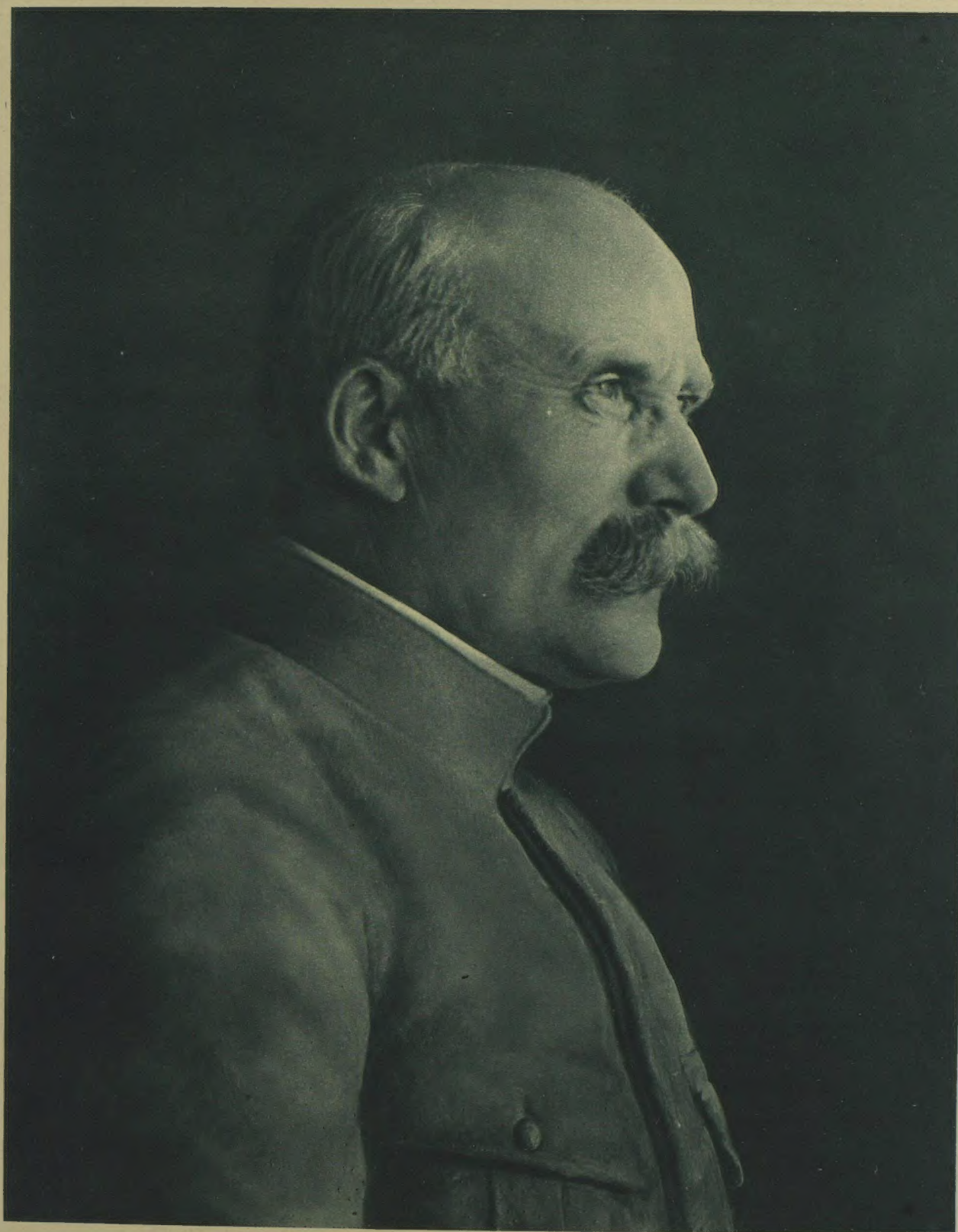


FORERUNNERS OF AN AMERICAN DIVISION FOR FRANCE: MEMBERS OF THE UNITED STATES ARMY MEDICAL UNIT ON THEIR ARRIVAL IN LONDON.

The first instalment of the United States military forces for Europe—a medical unit—reached London on May 19. It is known as the Lakeside Base Hospital Unit, Cleveland, Ohio, and consists of over 200 members, including 24 doctors and 64 nurses. They were met at Euston by a company of the R.A.M.C., and the nurses were welcomed by the Countess of Airle and other ladies. Some 150 of the men went on to Blackstone, near Frintley, for training. It was recently announced that President Wilson had given instructions for a division of American Regular troops to be sent to France, under General John J. Pershing. [Photograph by Topical.]

tion. In plain words, it means this—that the man of war is to be contented with the notion of conquest, and the man of peace is to be contented with the notion of unlimited conquest. A thief first declares

"ALORS TOUT IRA BIEN": THE NEW FRENCH COMMANDER-IN-CHIEF.



APPOINTED TO THE CHIEF COMMAND OF THE FRENCH ARMIES OF THE NORTH AND NORTH-EAST: GENERAL PÉTAIN.

At a Cabinet Council held in Paris on May 15, General Pétain was appointed Commander-in-Chief of the Armies of the North and North-East in succession to General Nivelle, who was given the command of a group of armies. General Pétain is immensely popular with the French troops, who have unbounded confidence in him. When he was given the command at Verdun, General Balfourier expressed the feeling of the Army in a now-famous telephone message: "C'est vous, mon général. Alors tout ira bien." And so it did, for, thanks to General Pétain's strategy, Verdun was saved, and a threatened disaster

turned into victory. At the outbreak of war, General Pétain, who is now sixty-one, was only a Colonel, but he quickly rose in rank as he proved his ability. On August 30, 1914, he became a Brigadier-General, after the fighting at Charleroi. He distinguished himself again in the Battle of the Marne, and on October 20, 1914, was placed in command of the 33rd Army Corps. In the Artois offensive of May 1915, his corps took 10,000 prisoners and 30 guns. He was then given command of the Second Army, and organised the Champagne offensive. Then came his appointment to Verdun, and its brilliant results.

WITH ITALY'S ACTIVE ARMY: MARVELS OF ALPINE WARFARE.

ITALIAN OFFICIAL PHOTOGRAPHS.



WHERE ARTILLERY HAS TO CLIMB MOUNTAINS: MAN-HAULING A 75-MM. GUN UP MONTE NERO.



ENTRENCHED IN THE ETERNAL SNOWS: AN ITALIAN INFANTRY POSITION ON A MOUNTAIN SUMMIT.



"UP THESE CABLES TRAVEL GUNS AND FOOD AS WELL AS TIMBER FOR THE HUTS AND MEN FOR THE TRENCHES": A TELEFERICA 10,000 FT. UP IN THE ALPS.



RELIGION IN MOST IMPRESSIVE SURROUNDINGS: CELEBRATING MASS ON MONTE NERO.



CAMPAIGNING IN THE HIGH ALPS WITH THE ITALIAN ARMY: A CAVERN IN THE SNOW.



ROCK-CLIMBING FOR ARTILLERY: HAULING A GUN UP A PRECIPICE BY PULLEYS.

In view of the fact that a new Italian offensive, on the Julian front, began on May 14, resulting at once in the capture of 3375 Austrian prisoners, a timely interest attaches to these photographs. Though they do not, of course, show incidents of the recent advance, they illustrate more vividly than any written description the marvels of Alpine warfare as conducted by the Italians in the more mountainous regions. "War is proceeding,"

writes Mr. Perceval Gibbon, "upon ground which three years ago was known only to roped mountain-climbers. . . . There the Alpini are . . . making the sheer edges of precipices into daily and nightly battlefields. . . . They have hollowed the august mountains into fortresses, fitted them with aerial wire railways, and changed their shape with giant mines." "Wire ways" (*teleferica*) are shown in two of the photographs.

OF AN ARMY AGAIN ON THE OFFENSIVE: ITALY'S ALPINE FRONT.

ITALIAN OFFICIAL PHOTOGRAPH.



WHERE AN ITALIAN MINE BLEW OFF A MOUNTAIN-TOP, WITH ITS AUSTRIAN DEFENDERS: AN ITALIAN SENTRY ON THE COL DI LANA, STANDING BESIDE AUSTRIAN GRAVES.

Though the above photograph does not illustrate the new Italian offensive beyond Gorizia, it is appropriate to recall what Lord Northcliffe wrote of the advance in that region last August. "The recent Italian successes on the Carso," he says in his book, "At the War," under date August 16, 1916, "would have been impossible had not the mountain armies on the Trentino and the Cadore held a very large proportion of the total enemy forces. . . . The Italians have driven back the Austrians foot by foot up the almost vertical Dolomite rock with mountain, field, and heavy guns. . . . The actual battles are almost invariably fought by night. The only day fighting is when, as in the famous

capture of Col di Lana and more recently at Castelletto, the whole or part of a mountain-top has to be blown off, because it is impossible to turn or carry it by direct assault. Tunnels, sometimes 800 yards long, are drilled by machinery through the solid rock beneath the Austrian strongholds, which presently disappear under the smashing influence of 30 or 40 tons of dynamite. Then the Alpini swarm over the debris and capture or kill the enemy survivors and rejoice in a well-earned triumph. One needs to have scaled a mountain-side to an Italian gun-emplacement or look-out post to gauge fully the nature of this warfare."

TORPEDOED, OR MINED: STAGES IN THE SINKING OF THE L PASSENGER-LINER "SONTAY" AND THE RESCUES BY GUNBOAT.



FIRST STAGE—THE FRENCH PASSENGER-LINER "SONTAY" SETTLING FAST BY THE HEAD: LIFE-BELTED SURVIVORS CLAMBERING DOWN THE SIDE TO BE TAKEN ON BOARD ONE OF THE BOATS.



SECOND STAGE—AFTER THE "SONTAY" HAD GONE UNDER: SURVIVORS IN A BOAT, AND KEEPING AFLOAT ON WRECKAGE, OR BY SWIMMING.



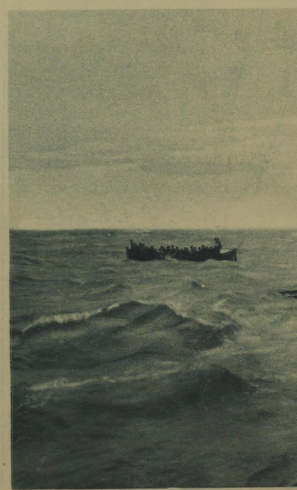
THE RESCUING GUNBOAT NEARING—SURVIVORS IN A BOAT, WRECKAGE, OR BY SWIMMING.



THIRD STAGE—THE RESCUING GUNBOAT HASTENING TO THE SPOT: SURVIVORS IN A SHIP'S BOAT; OTHERS AMID THE SURGING VORTEX OF FOAM CAUSED BY THE SHIP IN GOING DOWN.



FOURTH STAGE—THE GUNBOAT CLOSING, WITH ANOTHER STEAMER IN THE OFFING (LEFT): THE "SONTAY'S" BOATS MAKING FOR THE GUNBOAT.



FIFTH STAGE—THE FIRST ACT OF RESCUE ACCOMPLISHED: THE GUNBOAT—ANOTHER.



THE FIRST BOAT-LOAD OF SURVIVORS COMING ALONGSIDE.



SIXTH STAGE—THE FINAL ACT OF RESCUE BEING SUCCESSFULLY ACCOMPLISHED: SURVIVORS BEING HAULED UP THE GUNBOAT'S SIDE FROM ONE OF THE "SONTAY'S" BOATS BY THE SAILORS OF THE GUNBOAT.

The "Sontay" was a French passenger-liner of 10,000 tons, and was sunk in the Mediterranean a hundred miles from land, whether by mine or submarine does not appear. The vessel went down within five minutes. Fortunately, a French gunboat made her appearance on the scene just after the "Sontay" had gone under. Regardless of risk to herself (if the sinking were the act of a submarine), the gunboat's captain made for the scene directly. Slowing down, but not daring to stop dead, the gunboat took off the survivors from the "Sontay's" boats, each boat coming alongside in turn while its occupants clambered, or were hauled by ropes, up the ship's side on deck. There was no warning of the attack, and no trace of

a periscope was seen. The explosion took place forward, and the ship sank bows first. There was a high sea running at the time, which made both the taking off of the people by the "Sontay's" boats and getting them on board the rescuing gunboat exceptionally difficult. Many had not time to get off and, on the ship sinking, had to swim about. The captain, waiting until everybody was off, remained on the bridge, refusing to put on a lifebelt till all on board had been supplied, until the water reached the bridge. Then, it would seem, still without a lifebelt, he quickly made his way to the stern, and stood there while it remained above water. He was last seen waving his cap and calling out "Vive la France!"

THE UNITED STATES AT WAR: NAVAL LEADERS AND RECRUITING SCENES.

PHOTOGRAPHS BY PRESS ILLUSTRATING SERVICE AND SPORT AND GENERAL.



THE MOBILISATION OF THE UNITED STATES ARMY: PREPARING MUSTER ROLLS OF AN AMERICAN REGIMENT.



ON WAR SERVICE: AN ARMOURD CAR OF THE UNITED STATES MARINE CORPS, WITH ITS GUN, AND A U.S. NAVY CAR.



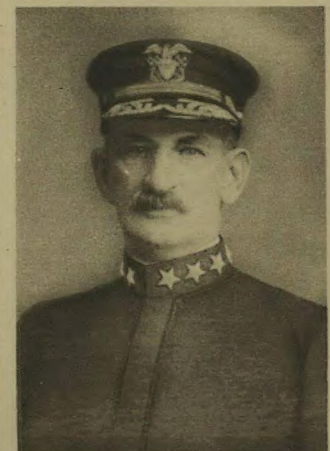
CALLED UP: THE 1st BATTALION, UNITED STATES NAVAL MILITIA, MARCHING PAST THE FIFTH AVENUE PUBLIC LIBRARY IN NEW YORK.



COMMANDING U.S. NAVAL FORCES IN EUROPEAN WATERS: REAR-ADMIRAL SIMS.



A CALL FOR MEN FOR THE UNITED STATES NAVY: A PLACARDED CAR IN NEW YORK, OUTSIDE THE RECRUITING STATION IN TWENTY-THIRD STREET.



COMMANDING THE U.S. "ATLANTIC" FLEET AND MAIN SEA-FORCE: ADMIRAL MAYO.

The United States has lost no time in giving practical proof of an intention to wage war with promptitude and vigour. 'As was to have been expected' in view of the fact that the American Navy is a great "fleet in being," while a great American Army is still being created, the first active participation in the war on the part of the United States has been at sea. On May 17 the British Admiralty announced: "A flotilla of United States destroyers has recently arrived in this country to co-operate with our naval forces

in the prosecution of the war. Rear-Admiral Sims (U.S.N.) is in general command of all United States naval forces that are sent to European waters, and he is in daily touch with the Chief of Naval Staff. The services which the United States vessels are rendering to the Allied cause are of the greatest value and are deeply appreciated." Sir David Beatty cabled to Admiral Mayo, of the United States Atlantic Fleet: "The Grand Fleet rejoices that the Atlantic Fleet will now share the task of preserving the liberties of the

[Continued opposite.

THE UNITED STATES AT WAR: MAN-POWER, ACTUAL AND SYMBOLIC.

PHOTOGRAPHS BY C.N. AND PRESS ILLUSTRATING SERVICE.



THE UNITED STATES NATIONAL GUARD MOBILISED: A REGIMENT LEAVING FOR ITS TRAINING CAMP.



ANSWERING THE CALL: A RECRUIT FOR THE UNITED STATES NAVAL RESERVE ATTESTING.



"AMERICA'S MAN-POWER MOBILISED": A STATUE BY HARRY DICKINSON THRASHER, TO BE EXHIBITED IN AMERICAN CITIES.

Continued.

world and maintaining the chivalry of the sea"; to which Admiral Mayo replied: "The United States Atlantic Fleet appreciates the message from the British Fleet and welcomes the opportunities for work with the British Fleet for the freedom of the seas." In an official statement of May 17, Mr. Daniels, Secretary of the United States Navy, mentioned that all the American ships sent over arrived safely. Rear-Admiral William Snowden Sims was formerly Naval Aide to President Roosevelt, and did much towards the over-

hauling of the American Navy. He was born in Canada, at Port Hope, Ontario, and is now fifty-nine. He was recently the guest of the King and Queen at Windsor. As regards recruiting in the United States, it was reported a few days ago that over 40,000 men had enlisted for the Navy, about 6000 for the Marines, and 70,000 for the Regular Army. On May 18, a message from Washington stated that both Houses had passed the Army Bill, authorising conscription from the ages of 21 to 30.

"SOLDIERS AND COMRADES . . . DO NOT RENOUNCE THE OFFENSIVE": SCENES ON THE MUCH-DISCUSSED RUSSIAN FRONT.

PHOTOGRAPHS BY DONALD A. GOOCH.



1. ON THE RUSSIAN FRONT: A SENTRY-HUT (ON THE LEFT) MADE OF HAY AND SNOW; AND A SOLDIERS' CEMETERY.

2. WHERE THE OPPOSING LINES ARE ONLY 30 YARDS APART: GERMAN "KNIFE-RESTS" PUSHED OVER BY NIGHT JUST OUTSIDE A RUSSIAN TRENCH.

An eloquent appeal to the Russian Army was recently issued from Petrograd by the Council of Workmen's and Soldiers' Delegates, deprecating fraternisation with the Germans and urging the troops to carry on the war with vigour. "A separate peace," it said, "is an impossible thing"; and again: "Soldiers and Comrades, having sworn to defend Russian liberty, do not renounce the offensive." In similar strain the new Russian War Minister, M. Kerenski, the well-known Labour leader, spoke at a conference of delegates from the front. "There is no such thing," he said, "as a 'Russian' front. There is only one general Allied front." In the first of the above photographs taken in April is seen (on the left) a hut made of hay and snow, forming a post for a sentinel. The flags show that there is a Red Cross dressing-station close by. Behind

3. RUSSIAN SOLDIERS IN GAS-MASKS: A PHOTOGRAPHIC SUBJECT NEW TO THIS COUNTRY.

4. SHOWING A TYPICAL RUSSIAN STOVE, BEHIND WHICH THE MEN SLEEP: A RUSSIAN SOLDIERS' BILLET.

the man near the hut is a graveyard for soldiers. In the distance is a village, immediately beyond which are the German lines. On the right are wire entanglements of the Russian second line, and in the right foreground an Army motor-lorry. The second photograph is particularly interesting as showing, for the first time, we believe, the type of gas-mask used by the Russian Army. The third photograph shows, in the foreground, the top of a Russian trench-parapet, and just outside it some wire "knife-rest" entanglements which the Germans had pushed over in the night. The German trenches at this point were only 30 yards away; their position is indicated by the wire in the background. In the fourth photograph is seen the interior of a typical Russian cottage, where soldiers have been billeted. Up behind the stove, on the left, is a space where the men sleep.

SCIENCE & NATURAL HISTORY



SCIENCE JOTTINGS.

THE STATE PURCHASE OF THE DRINK TRADE.

ALTHOUGH only a Royal Commission on the subject has yet been announced, it seems as if the Government had decided not to let the Drink Question alone, and that their proposals for dealing with it will include some measure of State Purchase. The present time is certainly more propitious for such an undertaking than it is likely to be after the war; and, provided our rulers can see their way to the three hundred millions which it is calculated would buy up every brewery, distillery, and public house in the United Kingdom, it is difficult to see what is to stop them from doing so. It may, therefore, be convenient

Next comes the question of management. If the State becomes the owner of all the public houses in the kingdom, it will have to put in every one of them a manager who will be, however the fact may be disguised, a State official; and here will come a dilemma. Either he will be paid by salary only, in which case he will have no interest in pleasing his customers or in selling more than a certain quantity of his wares; or he will have a share in the profits of the establishment, in which case we shall have the old public-house system back again. I am far from denying that the servants of the State in England have, up to the present time, shown themselves on the whole most zealous and disinterested in its service; but it is idle, while human nature is what it is, to expect a man in normal times to work as hard to make profit for another as he would for himself. We should, therefore, expect a great falling-

formerly sold under this name, has probably been one of the most beneficial results of our war legislation. But with the State at once as manufacturer and as vendor of all alcoholic liquors, the risk of adulteration ought to be reduced to a minimum, and pure beer and pure spirits ought to be brought literally within the reach of all. The good effect of this on the health and morals of the majority of the population can hardly be overestimated.

Lastly comes the question which seems to have been unaccountably neglected in most of the outpourings on the subject which have appeared in the daily Press. We are constantly being told that we are a democracy, and that the very essence of



IN THE VILLAGE OF VIMY: A SHELL BURSTING IN A STREET.

Photograph by Canadian War Records.

to consider what are the pros and cons of such a course.

In the first place, it is plain that State Purchase would enable the Government at once to close a great number of the places at present open for the sale of drink. No longer should we see, as we do at present in nearly every town or village in the country or in the suburbs, four or five public houses almost touching each other in the same street. This would, at a stroke, do away with the benefits, such as they are, of competition; but it is impossible to deny that it would lessen the facilities for excessive drinking. The experience of the war, with its stringent reduction of the hours during which drink can be obtained, all goes to show that this has been followed by a very large reduction in the convictions for drunkenness. Other causes, such as the increase of cost of living, and the prohibition of treating, have, no doubt, helped in this; but the fact remains that the more you reduce the facilities for getting drunk, the less public drunkenness there is.

off in the profits—even now not very large—from the retailing of drink, and this would mean either a great increase of taxation, or a sharp rise in the price of the commodity, with dissatisfaction in any case. On the other hand, if the manager of the State public-house be given a share in its profits, we at once open the door to the encouragement of excessive drinking, the temptation to adulterate liquor, and the other ills with which the present system is rightly or wrongly charged.

This brings us to what is, perhaps, the strongest argument yet used by the advocates of State Purchase. Every medical man knows that the evils caused by drink taken in excessive quantity are as feathers compared with those resulting from its bad quality. Bad beer has been to a certain extent eliminated by a better system of inspection, and by the efforts of the larger breweries to maintain a high standard of excellence for their goods; yet even now the beer sold by some of the smaller houses leaves a good deal to be desired. The case is worse with spirits, and the dilution of the fiery and unmaturing decoctions

democratic legislation is that it should command the assent of the majority. But who is State Purchase, if it be carried out, going to please? Not the temperance enthusiast, who regards alcohol in any shape as poison, and will be content with nothing less than complete prohibition of its sale. Not the taxpayer, who will stand to lose, first by the interest he will have to pay on the large capital required for the purchase, and then will have to make good some part of the loss which must arise from the great reduction of the turn-over, and the difficulties which must attend the getting of the new system under weigh. There remains the working man, or usual customer of the public house. He will have to go further for his drink, to get it at less convenient hours, and with less attention from its vendors, and, unless the whole burthen is to fall on the tax-payer, to pay more for it. As against this, he will have less temptation to get drunk, and will get an article that will do him less harm if he does. Will he think this good enough? It might be prudent, before we are committed to the scheme, to ascertain his feelings.

F. L.

WHERE RUSSIA'S NEW RULERS URGE ACTION: ON THE RUSSIAN FRONT.

PHOTOGRAPHS BY DONALD A. GOOCH.



1. WITH A HEAVILY TURFED ROOF TO CHECK BOMBS: A RUSSIAN ARTILLERY POST IN A FOREST, WITH LARGE UNDERGROUND CHAMBERS, ONE FITTED AS A CHURCH.
2. THE DIFFICULTIES OF AN ADVANCE OVER SWAMPY GROUND OVERCOME: A TIMBER ROAD, ALMOST AFLOAT, CONSTRUCTED BY RUSSIAN SOLDIERS.
3. A RUSSIAN LISTENING-POST BELOW A GERMAN POSITION: TWO OFFICERS ON DUTY—ONE (ON THE LEFT) WITH A CASE CONTAINING HIS GAS-MASK.

Photographs from the Russian front are particularly interesting just now, in view of the recent declaration of the new Provisional Government that its most important task will be "the development of the principles of democratisation in the Army and the development of its military power, both offensive and defensive." Of the Russian

artillery post, our correspondent writes: "Below is a big dug-out for officers, forming the artillery headquarters for a group of batteries, and consisting of some twelve rooms. The interior would measure at least sixty feet square. One of the rooms is used as a church, and is properly fitted for the purpose."

THE BRITISH ADVANCE UP THE TIGRIS TO BAGHDAD: AND AND RIVER FORCES IN CLOSE CO-OPERATION.

DRAWN BY FRÉDÉRIC DE HAENEN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



BRITISH NAVAL AND LAND FORCES WORKING TOGETHER: TWO MONITORS ON THE TIGRIS, INFANTRY AND ARTILLERY IN ACTION UNDER HEAVY TURKISH SHELL-FIRE ON FEBRUARY 25.



NEARING AZIZIEH IN THE WAKE OF THE DEFEATED TURKS: ENEMY DEAD AND WRECKED LIMBERS, WITH BRITISH INFANTRY ADVANCING IN WIDE COLUMNS BEYOND.



AT THE ONE GREAT MONUMENT OF ANTIQUITY IN MESOPOTAMIA: LONG COLUMNS OF BRITISH TRANSPORT PASSING THE ARCH OF CTESIPHON.



IN SIGHT OF THE DOMES AND MINARETS OF BAGHDAD: BRITISH TROOPS, COVERED BY ARTILLERY FIRE, TESTING THE TURKISH DEFENCES ON THE LINE OF THE DIALA.

These drawings (done from authentic details that have just come to hand) illustrate the final stages of the British advance up the Tigris which culminated in the capture of Baghdad. The upper left-hand drawing shows the commencement of the enemy's rear-guard action at about 10 a.m. on February 25, some ten miles north of Kut. Heavy Turkish shells are falling, mostly on the right (further) bank of the river. Marching up the left bank is a body of British infantry, seen in the left background moving parallel with the monitor. In the centre of the picture is a British artillery observation-ladder just in advance of a battery in action. The second drawing (upper right) shows British columns advancing at Azizieh, on the Tigris, rather over half-way between Kut and Baghdad and some 50 miles from Baghdad as the crow flies. "By this time," writes our correspondent, "the Turks had become a mob and seemed to abandon everything in their hurry." The third drawing (lower left) shows mile upon mile of transport passing the old brick walls (about 30 ft. high, seen in the left background) and the Arch of

Ctesiphon. With the transport are some infantry escorts (left foreground). In the right background is the dome of a mosque among palms, where the road winds to the right. Describing the same scene, Mr. Edmund Candler writes: "On the night of the 6th [March] we camped by the great Arch of Ctesiphon, the throne of the Chosroes, the only monument to the dignity of man that survived in Mesopotamia. . . . Before noon we had passed the furthest point reached by Townshend in his advance, and from the conning-tower of our gun-boat we could see the wireless masts of Baghdad." In the fourth drawing the domes and minarets of Baghdad are seen faintly on the horizon ten miles away. The British troops (deployed in the background, and followed by supports in closer formation) are attacking the line of the Diala, about two miles ahead, covered by our artillery. A British field battery is seen firing in the foreground. Beyond the Diala towards the right, is an Arab village. Turkish shells from the other side of the Diala are bursting near the British infantry.—[Drawings Copyrighted in the United States and Canada.]

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY VANDYCK, LAPAYETTE, SPRAIGHT, SWAIN, ROBINSON, BEESFORD, HIRST, AND LAMBERT WESTON.



CAPTAIN ARTHUR E. DENT,
King's R. R. Corps. Son of Mr.
R. W. Dent, Flass, Crosby Ravens-
worth. Mentioned in despatches.



LT.-COL. PHILIP MAGNAY,
R. Fusiliers. Son of late Sir
William and of Lady Magnay.
Twice in despatches.



CAPT. JOHN C. F. MAGNAY,
Norfolk Regt. Son of late Mr.
F. W. Magnay, Drayton, Norfolk.
Cousin of Lt.-Col. Philip Magnay.



LIEUT. A. M. SANDISON,
Royal Marines. Son of Mr. J. C.
Sandison, Mandeville, Uyeasound,
Unst, Shetland.



2ND LIEUT. HAROLD GREEN,
Royal Dublin Fusiliers. Has been
officially reported as having been
killed in action.



**MAJOR FREDERICK W.
ROBINSON, D.S.O.,**
R. F. Artillery. Four times
mentioned in despatches.
Awarded D.S.O., 1917.



**BRIG.-GEN. GODFREY E.
MATTHEWS, C.B., C.M.G.,**
R. Marine Light Infantry.
Served with distinction in
Egypt. Twice in despatches.



**MAJOR G. E. I. CHARLTON
ANNE,**
R.F.C. Son of Major and
Mrs. Anne, Burghwallis Hall,
Yorkshire.



**MAJ. S. DOMINICK
BULTEEL,**
R.F.A. Son of the
late Mr. and Mrs.
Bulteel, of Chand-
khira, Sylhet, India.
Has been reported
as killed in action.



**MAJOR
M. A. BLACK,**
Dragoon Guards
(attd. Royal Flying
Corps). Has been
reported missing, and
is now reported
killed.



MAJOR A. I. SAULEZ,
R. F. Artillery. Son of Rev. R. T. and
Mrs. Saulez, Willingale Doe Rectory,
Essex.



LIEUT.-COL. J. W. SCOTT,
Somerset L.I. Youngest son of the late Sir John
Scott, K.C.M.G., and of Lady Scott, Cowley
Street, S.W.



MAJOR R. NASMYTH MACPHERSON,
Pathans. Son of Mrs. Macpherson, of
Queen's Gate Gardens, S.W. Killed in
action.



2ND LT. J. MORTON ANDERSON,
Royal Field Artillery. Son of Mr.
and Mrs. James Anderson, of Braid-
wood, Highgate. Killed in action.



LIEUT. IAN M. CAMERON,
Canadian Expeditionary Force.
Son of late Mr. William C.
Cameron, Guisachan, Kelowna.



LIEUT. W. A. PORKESS,
R. Flying Corps. Son of Mr.
U. Porkess, of Grimsby. Was
an efficient and fearless pilot.



2ND LT. DENZIL A. MYER,
Worcestershire Regiment. Has
been officially reported killed
in action.



LIEUT. E. C. OLIVER,
Royal Naval Division. Has been
officially reported as having been
killed in action.

CHINA'S FIRST STEPS AFTER "BREAKING" WITH GERMANY: AT TIENTSIN.

THE SECOND AND FIFTH PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS, LTD.



WEARING THE "PIGTAIL" OF SERVITUDE: A CHINESE POLICEMAN IN GERMAN PAY REPLACED BY CHINESE GOVERNMENT ARMED POLICE IN MODERN UNIFORM.



ARRIVING TO TAKE POSSESSION OF THE GERMAN CONCESSION AT TIENTSIN: A FORCE OF CHINESE ARMED POLICE WITH THE CHINESE FLAG.



TAKING OVER THE CONTROL OF THE GERMAN BARRACKS AT TIENTSIN: A FORCE OF CHINESE GOVERNMENT ARMED POLICE OUTSIDE THE BUILDING.



TAKING POSSESSION OF THE POLICE HEADQUARTERS IN THE GERMAN CONCESSION AT TIENTSIN: A CHINESE GOVERNMENT POLICEMAN JUST PLACED ON GUARD.



"HEADED BY BUGLERS AND DRUMMERS AND THE CHINESE STANDARD": CHINESE GOVERNMENT POLICE MARCHING TO THE GERMAN CONCESSION.

It may be recalled that on March 14 it was announced that the Chinese Government had severed diplomatic relations with Germany and seized German merchant ships at Shanghai. In a message from Tientsin, dated March 16, a "Morning Post" correspondent said: "The Chinese authorities to-day requested permission for the passage of 200 armed police through the British concession to take over the German concession. The permission was granted, and the police, headed by buglers and drummers and the

Chinese standard, proceeded to the German concession, where the Chinese flag was hoisted and saluted. Subsequently the police went to the German barracks, taking over control from the German consul." A French account says: "The Chinese police in German pay are distinguished by lighter uniform and the 'pigtail' which they have preserved, a symbol of ancient oppression that was abolished by the Chinese Revolution, but which the protégés of the Germans have been unwilling or unable to discard."

NEW NOVELS.

"Jan and Her Job"

A book as fresh and human as Mrs. L. Allen Harker's "Jan and Her Job" (Murray) is welcome as the flowers in May, and doubly welcome at a time when to books an active mind turns for rest and anodyne to help it through the present ordeal. We have to choose our books to give away very carefully in these days. There are tired little V.A.D.'s who bob into a novel and emerge refreshed, boys in hospital wards, mothers waiting at home. They have had their endurance taxed to the limit; and they have been too near to the shadow to be offered anything that has neither sympathy nor humour, no matter how clever it may be. Mrs. Harker can draw you a child—the British child—with the most delightful and witty observation. Since Peter Pan's friends walked in Kensington Gardens, nobody we have found there has been a patch upon Jan's niece Fay, whose advances to strangers from her pram exposed her pretty little nurse to such embarrassing attentions. Meg was patient, but she complained privately to Jan that never in her life had she entered into conversation with so many unknown persons, and it was always Fay who began it. She didn't mind policemen and roadmen and park-keepers, but she drew the line at idly benevolent old gentlemen who joined the party and seemed to spend the whole morning with them. . . . The rest of the book is on a par with this pleasing incident, and Jan is to the reader as she is to her friends and her sister's children—a wise counsellor and a tender providence. No one need hesitate to hand on "Jan and Her Job" to go the round in war-time.

"The Deep Heart"

You can take "The Deep Heart" (Hutchinson), by Miss Isabel C. Clarke, at your leisure. It is a tale that flows on smoothly under the sun of Italy, unhurried by an equable plot, and concerned not at all with violent situations. It sets out to be a pretty romance, and a romance it remains, with a tincture of religion, and considerable sincerity in its handling of the tardy awakening of a selfish man's conscience. This it is that enlivens the old, trite situation of lovers sundered by misunderstanding and intrigue. And yet is it so trite? Miss Clarke, at any rate, deals with it as if it were material fresh to the novel-reader—or old enough, perhaps, to be accepted as

indispensable in a well-balanced and agreeable story. In any case, she has written a novel that is pleasant reading—a novel of merit, if not of distinction. The people are personable, the Italian setting is picturesque, the moral is sober and sound. We can see that Averil was a very nice and very pretty girl; that Justin (between ourselves) was rather an outsider, and that Peter Clutton was a dear. We are sorry not to have seen Peter at work among the boys in the East End, where his warm-hearted nature must have shown to the best advantage; but then Peter objected to talking about his work, and probably Miss Clarke's

complications had to be; but we all know how puzzling it is to keep count of other people's great-aunts and maternal grand-parents, and the difficulty is not less when the people are the characters in a book. "This Way Out" (Methuen), other issues apart, is a study of Cornish people, who would appear to be odd fish. Mrs. Dudeney has a knack of seizing upon the primitive aspect of courtships; a bold treatment, but maybe true enough. In other affairs of life her men and women seem often to be wilfully queer, or unable to conform to the manners and customs of the world they live in. It is a refreshment to find, after Jane the genius, and John Anthony the potential murderer and actual thief, minor characters as pleasantly ordinary as Mrs. Buttifant, the Dean's widow, and bluff Commander Attfield. It strikes us that there is too much cackle about "Cackle Street." Surely even the man who is the author of a successful play (in this case, he is not the author, though he pretends to be), would be allowed sometimes to forget it. But no; once acclaimed, the unfortunate John-Anthony is never free from the praises of his stolen play. It is necessary for Mrs. Dudeney's purposes, but as realism it does not seem particularly happy.

"The Invisible Balance-Sheet."

Granted the accessories of a preposterous will, a stage lawyer, and a young man torn between riches and love, the making of "The Invisible Balance-Sheet" (The Bodley Head) can have been no great matter. Yet it is a book that, in spite of exuberance and over-emphasis, is worth a better foundation, and one that should have been built without the support of so much hackneyed material. The people in their better moments say excellent things, and, slightly to alter the sage Eben's remark about the hero, John, "it'd be a very sensible book—if it had a little sense." As it is, it is not possible to believe in John and the will, and Marion of the high pride, which is a pity. If Miss Katrina Trask will some day write us a simple story not based on melodrama we feel sure we shall enjoy it, for she has the knack of the story-teller. It remains to be said that her pronouncement on the moral aspects of neutrality and the issues of the war cannot fail to be grateful to English readers. The fruit of the American zeal for righteousness, ripe and sound to the core, is gathered into the world's harvest to-day; and it is instructive to see one of the phases of its growth reflected in a novel written in 1916.



WITH THE CANADIANS ON THE WESTERN FRONT: A SHOEING-SMITH AT WORK.
Canadian War Records.

reticence is a mark of her respect for his wishes. Averil had several narrow escapes from ill-luck; but she was providentially preserved, and "The Deep Heart" concludes with the appropriate happy ending.

"This Way Out." Novel readers are notoriously a lazy class, and we think Mrs. Henry Dudeney makes a mistake in expecting them to pin into their heads the intricacies of Trehellan descent. It is true it all comes out quite clearly afterwards, and the root idea of the book being a matter of heredity, the

sible to believe in John and the will, and Marion of the high pride, which is a pity. If Miss Katrina Trask will some day write us a simple story not based on melodrama we feel sure we shall enjoy it, for she has the knack of the story-teller. It remains to be said that her pronouncement on the moral aspects of neutrality and the issues of the war cannot fail to be grateful to English readers. The fruit of the American zeal for righteousness, ripe and sound to the core, is gathered into the world's harvest to-day; and it is instructive to see one of the phases of its growth reflected in a novel written in 1916.

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LITERATURE.

Britons on the Somme. In the great war, events of the first magnitude tread upon the heels of one another, and the battles of the Somme, though they had not opened a year ago, seem for the moment to be relegated to the region of old history by the new advance that started with the capture of the



ON THE WESTERN FRONT: FIXING ON THE PARACHUTE HARNESS BEFORE AN ASCENT IN A KITE-BALLOON.
Canadian War Records.

Vimy Ridge. But the Somme battles were the first great test of the New Army, the metal of the civilian element of the British Empire was proved in the furnace. The terrible struggle that paved the way for the capture of Bapaume and Péronne will find many chroniclers, but surely none wielding a more vivid or sympathetic pen than the able American correspondent Frederick Palmer, whose record is called "With the New Army on the Somme" (Murray). He has two considerable gifts: the first enables

him to see and define clearly a movement in mass; the second enables him to communicate what he sees in fashion that helps the reader to understand. His book gives us the Somme battles in their true perspective as a long, carefully studied struggle for a succession of vital points. The significance of the struggle, its success and the limitations imposed upon it by weather, are brought out so clearly that the reader with no military training or knowledge can grasp the whole plan of the offensive, and the methods by which Sir Douglas Haig moved, as far as the fates willed, towards the goal. Mr. Palmer pays ungrudging tribute to the troops in turn. Englishmen, Scots, Irish men, Canadians, Australians, New Zealanders, one and all thrilled him; there is no mistaking his real enthusiasm, while for the French something akin to wonder mingles with his praise. He does not labour, and yet he does not overlook, the horrors of war, but he realises the extent to which the great struggle has made heroes of men too numerous for numbering. He writes sanely, though his admiration for the Canadians accounts for one amazing sentence: "Breasting the tape in their readiness for the word, the dry air of North America with its champagne exhilaration was in their lungs, whipping their red corpses." But the book is so good that even this may be allowed to Mr. Palmer, the more readily as it is his only fall from the grace of straightforward writing.

General Smuts. The part that General Smuts has played in the making of modern South Africa brought his name prominently before students of the progress of our self-governing Dependencies; his achievements since the Great War began have arrested the attention and claimed the admiration of a far wider circle: something in the nature of a biography was inevitable. It has taken the form of a character-sketch of General the Hon. J. C. Smuts, K.C., M.L.A., Minister of Defence, Union of South Africa; the author is N. Levi, and the title is "Jan Smuts" (Longmans, Green). Modern biographers do not always know their subject intimately—the pen of the ready writer is apparently the first desideratum and the last; but Mr. Levi is clearly more than an admirer of the man who is at once a first-class lawyer, an able administrator, and a born soldier—he is one who has been in close

touch with him. The character-sketch has a tendency to waste time in defending General Smuts from the criticism of men who do not count, and men who do not understand; but, apart from this error it has few lapses. Jan Smuts came from Stellenbosch to Cambridge University in the early 'nineties, and took a first in both parts of the Law Tripos, in addition to the George Long prize for Roman Law and Jurisprudence. Six years later he was State Attorney in the Transvaal. He fought gallantly in the Boer War, for some time under General De la Rey; he supported the peace, and became General Botha's right-hand man in the great work of reconstruction. He has shown himself a statesman as well as a soldier, and in all probability would say that he has been in more difficult places in the council chamber than in the field. Mr. Levi gives a fair picture of the enormous difficulties that have faced the men who wish to create a new South Africa with equal rights and opportunities for all, to put an end to antagonisms, to reconcile conflicting interests, and, while full of the vision of the years to come, not forgetful of the times that have been. It is an overwhelming task, and almost thankless; but General Smuts has not flinched, and it is possible to see how the work was proceeding, and



ON THE WESTERN FRONT: FILLING A KITE-BALLOON FROM BALLONETTES OF GAS BEFORE AN ASCENT.—(Canadian War Records.)

what difficulties remain to be overcome. A strong man, he has made a host of enemies; but, as far as can be seen, the ranks of those who trust him and realise that his stern, (continued overleaf)

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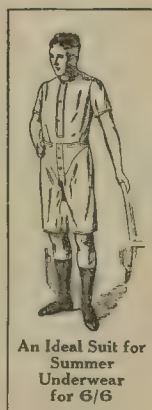
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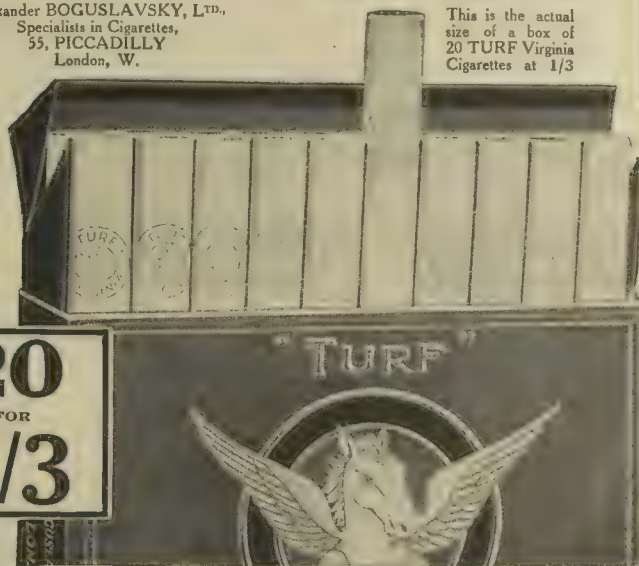
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rough intensity of purpose bodes well for South Africa, are increasing steadily. When General Botha and General Smuts have the leisure to return together to their home problems, the chances are that they will find the road clearer than it was when De Wet went last "on commando."

"Air Power" Many important problems, social and commercial, as well as military, are raised in the new book, "Air Power," published under the signatures of Messrs. Claude Grahame-White and H. Harper, and issued from the press of Chapman and Hall. The value of the book is perhaps discounted by the fact that the authors endeavour to make it a popular book, and thus introduce matter which is not quite relevant to the main theme. But the mere statement of this theme is sufficient to excite interest, for the authors take for their text the not infrequently made statement that the nation which dominates the air will dominate the world. Obviously, the book was written when the war was not so old as it now is, and in the interval many people have sobered down on this question of world-domination. Indeed, the political student will quarrel with the authors for suggesting that any nation should aspire to dominate the air, since, if world-domination be ensured thereby, we shall have inevitably a refusal of the other nations to be menaced in that way, and consequently they will seek to neutralise matters by building equally big air fleets. The authors are out of their element in these matters, and the book must be taken for what it is—a work written for the general public, to interest them in the development of aerial navigation for military and commercial purposes. We are afforded a useful general survey of what aeroplanes have accomplished in the war, and we have more or less accurate deductions from these achievements to show what air-power in the future may accomplish. Prophecy is always dangerous in scientific affairs, and aerial navigation in particular has spoiled the records of many prophets. In this book the authors wisely show many of the difficulties peculiar to aerial traffic on a grand scale, but they have a

firm faith in the future of air travel for general purposes. The book serves a useful purpose in that it calls attention to the urgency of every nation placing its aerial forces in the best order—not, of course, for world domination, but for that essential measure of national strength which guarantees a country's existence and independence. Then there is the secondary problem of keeping the aeroplane industry healthy in peace time, and it is now being recognised that the best way to ensure this is to develop the aerial vessel as a commercial vehicle. Without being too sanguine, one can realise that the aeroplane of the future can find much



ON THE WESTERN FRONT: GERMAN PRISONERS BRINGING IN CANADIAN WOUNDED AFTER THE CAPTURE OF ARLEUX.

The German prisoners are always willing to act as stretcher-bearers.—[Canadian War Records.]

useful service in the transport of passengers, mails, and light merchandise between various centres, and this express service will justify itself by its great time-saving power.

The new railway from Alexandrovsk to Petrograd has opened up a field for winter sports and travel possessing great possibilities for English holiday-makers when the war comes to an end. Mr. Frank Hedges Butler writes of its attractions in an illustrated volume entitled "Through Lapland with Skis and Reindeer," which Mr. Fisher Unwin has in preparation.

and others contributed was shaped into a rehearsal of a revue, with that droll pair of comedians, Mr. Leslie Henson and Mr. Lewis Sydney, making comments as manager and author by the way, and convulsing those in front with laughter. Other helpers on the stage were Mr. Gerald du Maurier and Miss Mabel Russell in "A Bit of a Lad," and members of the cast at His Majesty's in a scene from "Chu Chin Chow." But the biggest success of the afternoon was won by Mrs. Kendal, who wheedled her audience into audibly thanking Sir Herbert Tree, cheering Mr. Asche and Miss Lily Brayton, and calling down blessings on the heads of the League's committee—she, indeed, made her public act.

THE PLAYHOUSES.

MR. H. B. IRVING IN "THE BELLS."

COULD those who have seen both Irvings in "The Bells" make a distinction, they would probably decide that, while Sir Henry may have been more successful in investing the story of the Polish Jew's murder with an air of mystery, Mr. H. B. Irving gets more intensity, more of the emotions of terror, and more naturalness into the dream-scene and its sequel than did his father. On the other hand, his Corporal Brewster in "A Story of Waterloo," given at the Savoy along with "The Bells"—another case in which we glimpse the older Irving in the younger—perhaps just misses that touch of magnetism which was the secret of Sir Henry's triumph in the character. Younger folk who cannot make comparisons will be glad to feel that in "The Bells" at any rate they obtain acting that is able to stand the very severest of tests—wonderfully impressive and convincing.

THE "MOTHERHOOD" MATINÉE.

A delightful variation on the ordinary charity entertainment was arranged at His Majesty's last Friday afternoon by the Women's League of Service at their "Motherhood" matinée, and it was obviously appreciated by a crowded audience which included Queen Alexandra. A series of turns to which Miss Lilian Braithwaite, Miss Gina Palmer, Miss Violet Loraine, M. Morton, Miss Lilian Elven's dainty child dancers, and others contributed was shaped into a rehearsal of a revue, with that droll pair of comedians, Mr. Leslie Henson and Mr. Lewis Sydney, making comments as manager and author by the way, and convulsing those in front with laughter. Other helpers on the stage were Mr. Gerald du Maurier and Miss Mabel Russell in "A Bit of a Lad," and members of the cast at His Majesty's in a scene from "Chu Chin Chow." But the biggest success of the afternoon was won by Mrs. Kendal, who wheedled her audience into audibly thanking Sir Herbert Tree, cheering Mr. Asche and Miss Lily Brayton, and calling down blessings on the heads of the League's committee—she, indeed, made her public act.



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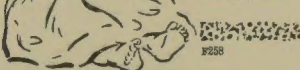
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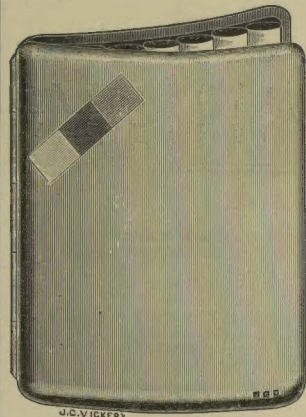
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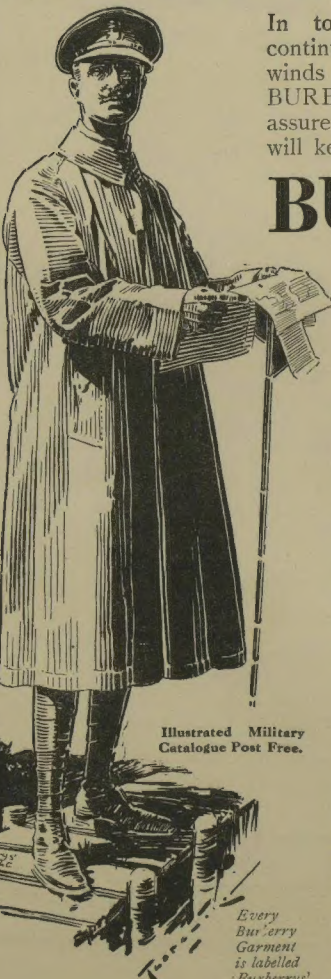


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THE CUTLERS' COMPANY.

THE history of the City Companies makes an irresistible appeal to every lover of London, for these societies carry on unbroken the traditions of the Middle Ages. They are at once the mirror and the microcosm of that old craftsman life of London which it was the dream of William Morris to see restored, and which, in its imagined revival and development, he outlined, and perhaps idealised, so pleasantly in "News from Nowhere." To the various records of the incorporated crafts must now be added the first volume of the "History of the Cutlers' Company of London," by Charles Welch, F.S.A., Master of the Company (privately printed for the Cutlers' Company), an opening instalment of what promises to be a monumental work, the fruit of infinite patience and research. The period covered is from the earliest times to the year 1500, so that the ground is only broken in these 362 folio pages. The beginnings of the Company are only dimly discerned. There exists an apprentice entry in 1287, and in 1285 there was a "house of the Cutlers" opposite the Conduit, in the locality known as the Cutlery. In 1328 seven prominent cutlers were sworn at Guildhall for the government and instruction of the Mistry, and there, perhaps, authentic record of the Company begins. Mr. Welch has an excellent sense of the picturesque, and knows how to lift the burrowings of Dryasdust into the region of the tale well told. He takes account also of the minor cutlery crafts—the Hatters, the Sheathers, the Furbours, the Grinders (reminiscent of "Biler," in "Dombey and Son"), the Knifemiths, the Swordsmiths, the Bladers. This volume is a substantial earnest of further good things to come.

"Burke's Peerage" (Harrison and Sons) for 1917 appears a good deal later than usual, owing to the fact that the printers had to lay it aside in order to give preference to Government work. One effect of the postponement has been to make this invaluable work yet more up-to-date than it would otherwise have been. All peers and baronets who have received their patent of creation up to March 1917 are included, with family details, in the text itself, as also are changes due to the death of a peer or baronet. An appendix contains the long list of New Year Honours for this year. The present edition is of special interest on account of the changes and new honours due to the war, and also from the fact that five old baronies have been revived. The editor, Mr. Ashworth P. Burke, pays tribute in his preface to the patriotism displayed by the British aristocracy during the war. "Not content," he writes, "with the honours and laurels won in the past, they have sent their manhood to serve the cause of country and of humanity in the greatest war of all times. Right gallantly have fathers, sons, brothers sprung to arms, and proved once again the worth and valour of their class in the stern test of battle. Patriotism is not, however, the monopoly of any class, and the country may well be proud of this heroic generation, when men of every rank and calling have at heavy sacrifice come forward to fight for the honour of the motherland."

CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

ESPERANTISTO (Angus, France).—We fear your solution of No. 3757, although not the author's, is equally effective. Your patriotic sentiments we heartily reciprocate.

J FENNELLY (Kansas City, U.S.A.).—Yes; there is a rule by which Black can claim any piece he likes. In the case of No. 3748, he claims a B-shop for the very purpose of frustrating your proposed better solution, which is too obvious for any respectable problem. The W.P. is absolutely necessary to permit even your solution.

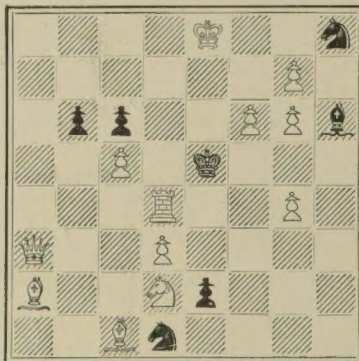
A M SPARKE (Lincoln).—Thanks for problem, which we have little doubt will prove most acceptable to our solvers.

SOLUTION OF PROBLEM No. 3756.—By H. D. O'BERNARD.

WHITE. BLACK.
1. Q to R sq. Any move.
2. Mates accordingly.

PROBLEM No. 3759.—By J. W. ABBOTT.

BLACK.



WHITE.

White to play, and mate in three moves.

CORRECT SOLUTIONS OF PROBLEM No. 3754 received from R Carey McKean (Phoenix, Arizona), J C Gardner (Toronto), J A Barton (Stratford, Canada), and L F Wise (Montreal); of No. 3755 from N R Dharmavir, R A S Johnston (Ealing), C Field (Athol, Mass., U.S.A.), and L F Wise; of No. 3756 from C Field, N R Dharmavir, A Perry (Dublin), and J Marshall B-ll (Buckhaven); of No. 3757 from J Verrall (Ridmell), W Spear (Portsmouth), A Perry, J Isaacson (Liverpool), Captain Challice (Great Yarmouth), T A Truscott (Forest Gate), J D Williams (Wood Green), and E P Stephenson (Llandudno).

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CHESS IN LONDON.

Game played in the Championship Tournament of the City of London Chess Club, between Messrs. J. E. WAINWRIGHT and H. JACOBS.
(King's Fianchetto.)

WHITE (Mr. W.) BLACK (Mr. J.)
1. P to K Kt 3rd
The Fianchetto Openings are rarely used nowadays for the reason, we presume, that the Queen's Pawn Game answers the same purpose, and is a much more beaten track.

2. B to Kt 2nd Kt to K B 3rd
3. P to Q 3rd P to K 4th
4. Kt to Q 2nd B to K 3rd
5. Kt to K B 3rd B to Q 3rd
6. P to K 4th P to B 3rd
7. Q to K 2nd Q Kt to Q 2nd
8. Castles P to K R 3rd
9. P takes P P takes P
10. P to Q B 4th Castles
11. P takes P B takes P
12. Kt to K 4th Kt takes Kt
13. P takes Kt B to B 3rd
14. Kt to R 4th R to K sq
15. R to Q sq Q to B 3rd
16. B to K 3rd Q to K 3rd
17. Q R to B sq Kt to K 3rd
18. B to B 5th B takes B
19. R takes B Q R to Q sq
20. R takes R R takes R
21. R to K R 3rd
Subsequent play indicates that P to Q Kt 3rd is now the safest reply.

22. K to R 2nd
23. P to K B 4th P takes P
24. P takes P Q takes R P
White apparently presumed this capture would be to his opponent's detriment, but the board is too open for much risk to attend such operation. It virtually wins the game.

25. Kt to Kt 3rd Q to Kt 8th (ch)
26. K to R 2nd Q to Q 6th
Looking safe enough, but opening
The advance of the passed Pawn is irresistible. One of White's pieces must be given up to prevent its Queening.

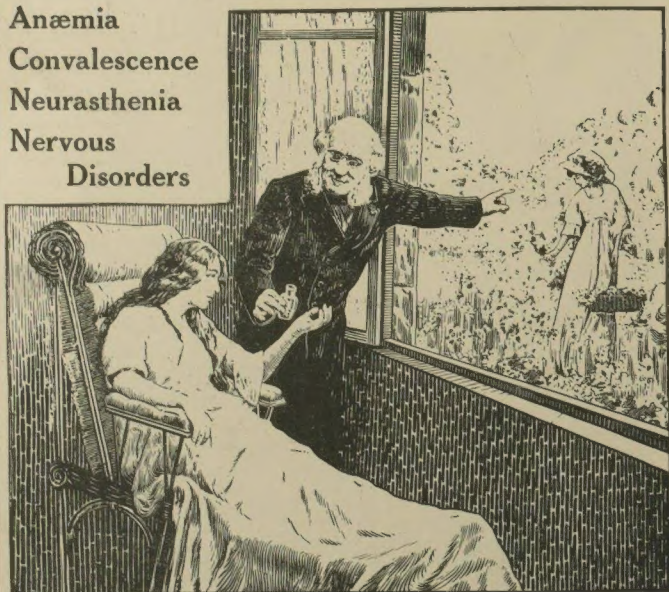
White resigns. We give the game as we have been able, at great pains, to decipher it from the transcript received from one of the players. Amongst other things to make it intelligible, we have had to turn a Queen's Fianchetto into a King's Fianchetto.

In the present state of the world, the new edition for 1917 of the "Foreign Office List and Diplomatic and Consular Year Book" (Harrison and Sons) is a book which will, no doubt, be even more frequently consulted than usual. As in the case of the last edition, the war has caused difficulties and delays in its production. In addition to its usual features, the volume gives particulars regarding the personnel of the various special War Departments of the Foreign Office, and also of the new Prisoners of War Department, which has been accommodated at the Foreign Office, with Lord Newton as Controller. The bulk of the book has been brought up to the date of Jan. 1. Subsequent information received up to the time of going to press is also included.

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(Dieulafoy's Temporal Sign.)

"Arterio-Sclerosis is a progressive modification of the blood vessels, which, by coming into contact with blood that is loaded with poisonous substances and peccant humours, gradually become stiff and friable to the point of resembling clay-piping."

"Candidates to arterio-sclerosis usually digest their food improperly, and are subject to many distressing symptoms and pains; the least exertion produces exhaustion, and they become irritable, worried and melancholic."

"There is, however, a further symptom which is quite unmistakable, viz., the sign of the TEMPORAL ARTERY."

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Mr. D. M. Cooper, the well-known Manufacturer of Surgical Appliances, has made a marvellous discovery which entirely revolutionises the treatment of Varicose Veins.

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"Ordinary elastic stockings are made with harsh, coarse ribs at the back and sides, and these, constantly pressing upon the distended blood-vessels, may at any moment set up Inflammation and Ulceration, and thus cause the Varicose Veins to burst."

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Amongst the many letters of appreciation received daily the following are a few interesting extracts selected at random:—

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Private Wm. Stewart Currie, c/o Mrs. Mount, Vicarage Lane, Elham, near Canterbury (Case No. 1635), writes: "Although I have only worn your 'Spirastic' Support for less than a fortnight, my leg has already improved, and does not tire me now on a long march. Your Support fits well and is quite comfortable; in fact, I hardly realise that I am wearing anything at all. Certainly use my name as being perfectly satisfied with your 'Spirastic' Support. I shall be pleased to recommend 'Spirastic'."

"I have never worn anything so comfortable"

Mrs. Frue, The Rosery, Hardingstone (Case

No. 3020), writes: "The 'Spirastic Stocking' is a very great help and support. I have never worn anything so comfortable. It is many years since I have walked with such ease; as a matter of fact, I should not know I had anything more than my ordinary stocking on. I have also lost the heavy feeling in my leg. This is a great boon, as, since the war began, I have undertaken work which necessitates my walking nearly four miles every day."

"The 'Spirastic' Support has saved me an operation"

Miss Catherine M. Smith, Royal Victoria Hotel, St. Leonards-on-Sea (Case No. 6398) writes: "It gives me great pleasure to state I have found your 'Spirastic' Stocking in every way satisfactory. It is wonderful the support and ease it gives. I first noticed my varicose vein about ten years ago. Several Doctors advised me to have it out, as it was a bad one, but, thanks to your 'Spirastic' Stocking, I have done away with an operation. I find the relief marvellous."

"My Doctor recommended me to try 'Spirastic'"

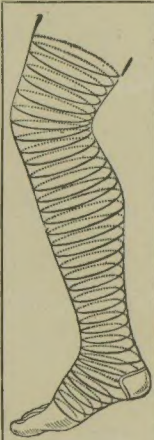
Miss Jessie Fulker, Birch Hanger, Kingsley Green, Haslemere, Surrey (Case No. 9103), writes: "I had been laid up for fifteen weeks when my Doctor recommended me to try 'Spirastic' Supports. Previously I had had unsuccessful operations. I am pleased to say that the 'Spirastic' Stocking has proved satisfactory, and you are at perfect liberty to mention my name to all who suffer as I did from this painful and distressing trouble."

"My Doctor says 'Spirastics' are a big improvement"

Mr. W. Coull, 738, Prince Albert Street, Glasgow (Case No. 6395), writes: "Both my wife and I have worn your 'Spirastic' Supports and we find them to give us far more relief than the old styles with their hard seams. I have been suffering for this last ten years, and have used both elastic stockings and bandages, but they never did me the good 'Spirastic' has done. I have shown them to my Doctor here, and he says 'Spirastic' Supports are a big improvement on other appliances."

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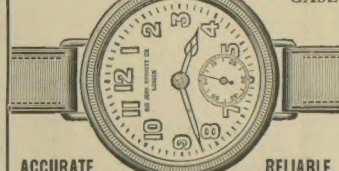
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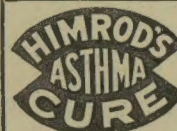
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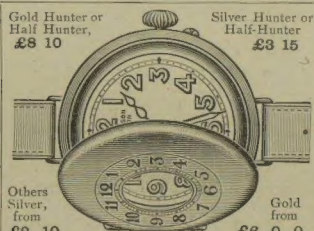
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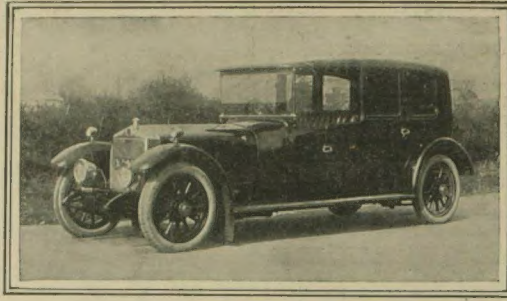
THE CHRONICLE OF THE CAR.

Aircraft and Car-Engine Design. A paper of extraordinary interest to motorists, and to all who are concerned in the development of the internal-combustion engine, was read last week by Mr. Louis Coatalen, the joint managing-director of the Sunbeam Company, before the members of the Aeronautical Society. Mr. Coatalen holds what is possibly a unique position for dealing with such a subject as aircraft and car-engine design, inasmuch as he is not only a signally successful designer, but constructor of both types. He opened his paper by saying that our national habit of decrying our own achievements and praising those of the foreigner was never more in evidence than in the case of the aircraft engine, and never with less justification. This was well evidenced in the case of a foreign engine, which was recently captured by the Allies, and which weighed, without water and radiator, $3\frac{1}{2}$ lb. per h.p., whereas the latest British water-cooled motor weighed, in the same condition, about $2\frac{1}{2}$ lb. per h.p., besides being far and away superior in all-round efficiency.

He went on to point out that the idea of the design and production of an aircraft motor must start from a fundamentally opposite point of view from that from which the design of the car engine was approached. In the case of the latter, flexibility, silence, and cost of production are governing factors, whereas they are of no consequence in the design of the motor intended for aircraft purposes. On the other hand, weight, a very high mean effective pressure, the capability of working at full power for long periods with a comparatively great horse-power output—reckoned in terms of hundreds instead of tens—are of prime importance in aircraft-engine construction, and of comparatively little moment in motor-car engine design and construction.

The Value of Racing Experience. One of Mr. Coatalen's great points was the importance he attached to racing as a means of developing the best types of motor. "We must not lose sight of the likelihood," he said, "of the rapid evolution of the aircraft engine

during this war; and the extraordinarily wide manufacturing experience which is the outcome of that will at some future time exercise more than a temporary effect on the design and manufacture of engines for car service."



A HANDSOME CAR FOR "AFTER THE WAR": A 40-H.P. LANCHESTER. The enterprising manufacturer is already busy with "after the war" preparations, and our photograph shows a very fine six-cylinder Lanchester car, in which the engine is located under a bonnet in front of the dash. The radiator has the slight cant backwards characteristic of the Lanchester, and the body is of striking design.



WOMEN-WORKERS IN WAR-TIME: A SCENE AT THE AUSTIN MOTOR COMPANY'S WORKS, BIRMINGHAM.

There is no trade in connection with the production of munitions in which the work of women is not largely utilised. Our photograph shows a section of the women employees of whom the Austin Motor Company have some six thousand, who give complete satisfaction. The women shown in our photograph are engaged on very heavy work, and acquit themselves admirably. They work under good conditions, bright, cheerful, and healthy, and offer one more proof of the extent to which the field of women's work has been enlarged since the outbreak of war.

He held that there was a closer analogy between the car engine designed and built specially for racing before the war, and the war-time aircraft engine, than there was between either that type of car engine and the standardised car motor, or, again, the standardised car motor and the aircraft engine of to-day. For instance, the racing car engine resembles the latest aviation types in that a very high mean effective pressure has to be obtained with it. As the problem in both cases is power for weight and engine-volume, and not silence and low cost, great freedom is allowed the designer of a racing car engine as regards piston clearances, valve-timing, compression, valve-area, strength of valve-springs, and so forth, the particulars in this connection approximating much more to aviation than to standard car practice. It will be observed that Mr. Coatalen's arguments are virtually against the idea of the racing of special cars being useful for the purpose of developing the touring-car, in so far as engine design is concerned.

Improved Metallurgy.

In one direction at least the development of the aircraft motor, during the war, seems destined to produce a marked effect on the car of the future, and that is in metallurgy. As the lecturer told his audience, much improvement has resulted in the cast-iron available for cylinders; aluminium alloys employed with knowledge and skill for that purpose have been found, besides, of great advantage, reducing weight per h.p. to an extraordinary extent. Undoubtedly it will be in the direction indicated that progress in aviation will affect the design and construction of the touring-car. The fundamentals of design being absolutely different in the case of the aircraft and motor-car engines, we can scarcely expect the wonderful efficiencies of the former to be translated to the car. Of course, weight will be reduced as the light alloys come more into use in motor-car practice, but that will result from discoveries in metallurgy rather than from changes or developments in design. W. W.

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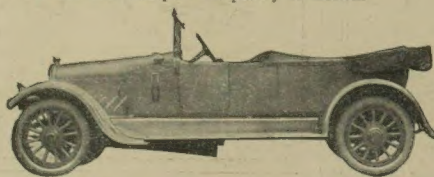
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